©
Information Canada
Ottawa, 1974

Revised 1975
Cat. No. T52-48/1975
01KT-08113-4-0054

De LaSalle Printing Inc.

This pamphlet has been prepared by the Aviation Safety Division from information derived primarily from aircraft accident investigations. As accounts of other experiences are received, these will be incorporated into later versions. We urge you to submit your observations and experiences in flying the Alaska Highway. Our address is:

Ministry of Transport,
CAS,
Canada Transport Building,
Ottawa, Ontario,
K1A 0N8

By sharing your experiences with others you'll be doing your part to make flying the Alaska Highway what it really should be — a delightful and unforgettable experience for you and your party.

13,14,15

Teslin Airport parallel to the highway. This pilot took off from Teslin into gusty winds, stalled, and crashed. Witnesses noted that he had climbed away in a steep climbing attitude. Concerned about possible damage to his nosewheel on the gravel runway, the pilot rotated prematurely on takeoff and lost control in the crosswind.

16

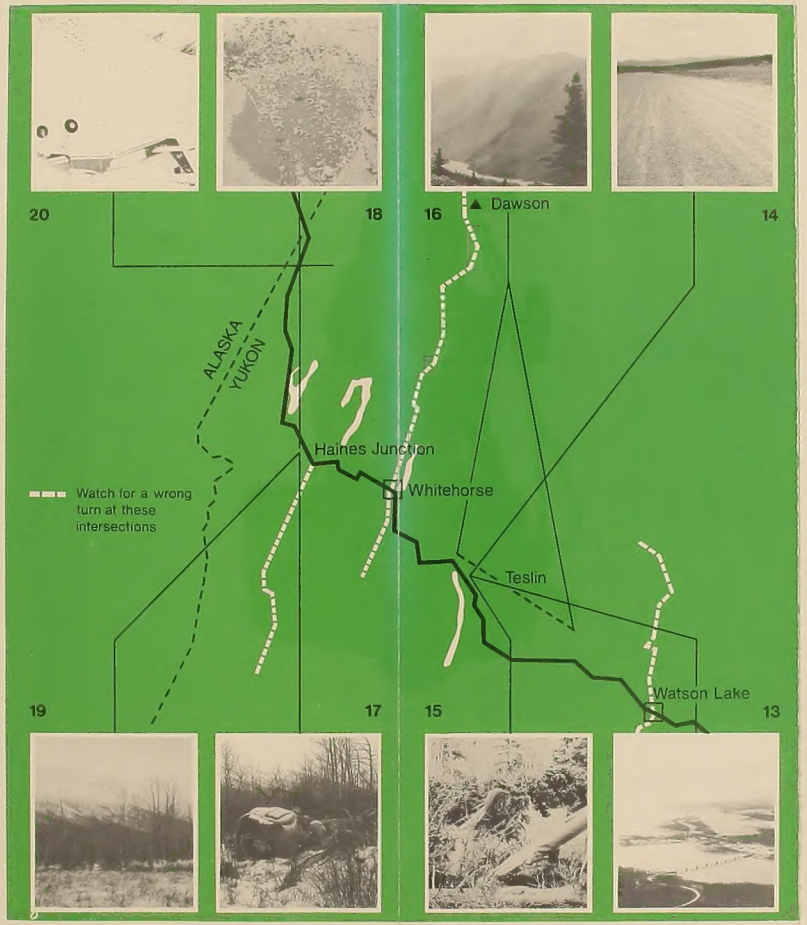
The terrain along Amber 2 from Watson Lake to Whitehorse is extremely rugged. Adverse atmospheric conditions and mountains may interfere with nav-aid signals. Bear in mind that this leg is 218 statute miles long. By staying with the highway the terrain is less rugged and you'll have that added safety factor of Teslin Airport and two emergency strips at Pine Lake and Squanga Lake.

17,18,19

A helicopter crashed here after encountering severe turbulence. It was carried up and down three times with considerable violence then crashed. The severity of turbulence is well illustrated by large snowballs which rolled across the lake surface in the strong winds.

20

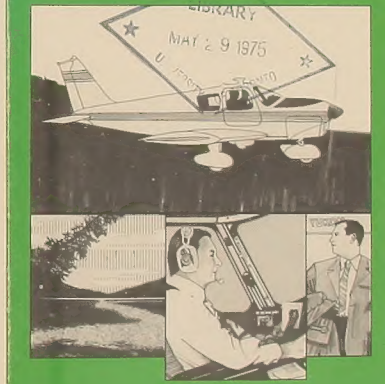
This pilot became trapped in a mountain "pass". The highway turns sharply in places and can be difficult to follow. There are deceptive roads leading off which pilots have mistaken for the main highway, and become lost. Secondary mountain "passes" are hazardous as many come to an abrupt end with insufficient space to turn around. This aircraft crashed 200 feet below the peak in the attempt to escape.





Flying the Alaska Highway

LIBRARY
MAY 29 1975



Flying the Alaska Highway

Flying the Alaska Highway is popular among air tourists. The magnificent scenery is a main source of enjoyment. Mountain peaks over a mile high line the highway over many portions of the route. It's rugged terrain — requiring good weather and the best of your abilities as a VFR pilot.

Pre – Flight Planning

In preparation for your flight obtain these publications and maps:

Air Tourist Information Canada catalogue #T53-6	free	
VFR Chart Supplement	subscription per year	$4.50
	single copy	$1.25
Northern Chart Supplement	subscription per year	$3.50
	single copy	$1.00

Canadian Aeronautical Charts

scale 1:500,000 — $1.00 each

Red Deer — Edmonton	83SE
Whitecourt — Athabasca	83NE
Grande Prairie	83NW
Prince George — Dawson Creek	93NE
Hudson — Hope	94SE
Fort Nelson — Kotcho	94NE
Liard River	94NW
South Nahanni	95SW
Dease Lake	104NE
Wolf Lake — Watson Lake	105SE
Whitehorse — Teslin	105SW
Pelly River	105N1/2
St. Elias	115S1/2
Fort Selkirk	115N1/2
Juneau — Atlin	104NW

World Aeronautical Charts

scale 1:1,000,000 — $1.50 each

WAC E16	Edmonton — Fort Nelson
WAC D12	
WAC C9	Fort Nelson — Whitehorse
WAC C10	

These publications may be obtained from:

The Canada Map Office
Department of Energy Mines and Resources
615 Booth Street,
Ottawa, Ontario, K1A 0E9.

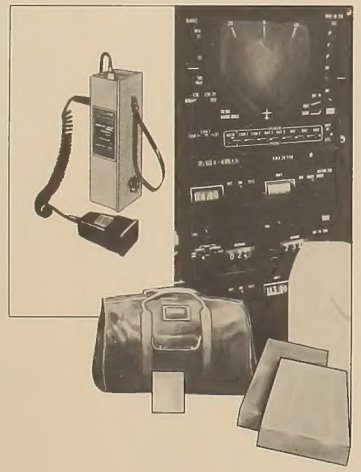
Prepayment is required when purchasing publications and charts. Make cheques or money orders payable to the Receiver General for Canada.

Study your publications and maps *well* before your flight. Here's where one mountain peak can look like another mountain peak. It's an interesting challenge to your navigational skills. We've shown a number of areas of potential trouble in this brochure. Aerodromes may be fewer and farther apart than what you are used to. So as you make plans for your trip give plenty of time to reach destination. Anticipate delays. Weather may easily drop below VFR and stay there for hours if not days. At least 2,000 feet and 5 miles visibility is the recommended minimum condition for flight along the highway.

As you begin each leg, have your flight logs and maps ready to use before you walk out to the aircraft. Always obtain the latest weather forecasts and reports. Make particular note of the winds aloft. Keep an adequate reserve of fuel to handle the unexpected. If the weather drops down it's a comfortable feeling to know you've got enough gas to get to an alternate aerodrome.

Since you may be forced to make an emergency landing in rugged terrain and a remote area your life may depend on your survival gear. North of the town of Beaver Lodge the highway is inside the "Sparsely Settled Area". This means that regulations require you to be equipped with:

1) a two-way radio
2) an ELT
3) survival gear and food



1

Rolling countryside — heavily wooded with coniferous forest. Here's one of many landing strips built beside the highway.

2

A Grumman which made a forced landing following an engine failure. Such strips were built during oil exploration most of which are short and abandoned making their serviceability doubtful.

3,4

This pilot was attempting to continue visual flight into poor weather. He entered cloud and lost control crashing beside the highway.

5

It was 2 1/2 years before they found this aircraft. He was conducting his visual flight along an airway and encountered poor weather in the approaching darkness. He crashed 75 miles from the highway.

6

Approaching Fort Nelson the terrain rises rapidly — look at the highway profile and you'll notice mountains towering to 7500 feet MSL within 6-7 miles on either side of the highway. This means you'll be flying in a relatively narrow corridor. You should be familiar with mountain flying hazards and techniques.

7

A small aerodrome close to the highway. The pilot had attempted a short field landing but struck a ridge at the beginning of the undershoot area before the button. Intent on not overrunning the short strip, he had permitted his speed to drop below maneuvering and was unable to avoid the crash.

8

A strip built parallel to the highway at Mile 304 just outside of Fort Nelson. This pilot attempted a short field landing and touched short of the prepared surface.

9

The highway near Summit Lake. On a day like this you should be alert for sudden drops in visibility and ceiling.

10

This helicopter pilot was subjected to strong winds and turbulence as he approached to land. Strong winds, shear and turbulence are among the many hazards of mountain flying.

11

Mile 436 near Muncho Lake. Entered an area of rain which changed to snow. In attempting to land on the highway the pilot was confronted with wind shear and moderate turbulence.

12

A gas station at Mile 620. Running low on fuel this pilot landed, refueled attempted a takeoff and lost control in the crosswind. Don't use car gas in your aircraft — it could lead to engine failure.

